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Per 1000 Cubic Feet,
—With a—
Discount of 50 cts. per 1000
For Prompt Payment of Bills,
Government Tax Added.

Liberal arrangements made in regard to
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No Charge for Setting Meters.
Call at the Company's Office,
No. 291 Second Street.

PUBLICATIONS.
TO
NEWSPAPER PUBLISHERS.
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TWELVE DIFFERENT EDITIONS
—OF—
Ready-Printed Outlines, Insides
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—And—
Real Estate Agency.
DILLARD & SPOTSWOOD,
AGENTS.
Office, 5 1-2 Madison St., Memphis.

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FRANKLIN
BOOK BINDERY,
Blank Book Manufactory


—And—
PRINTING HOUSE,
15 West Court street, Memphis.
S. C. TOOE, Proprietor.

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Rev. A. Shotwell, Editor.
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Magnolia Block, cor. Union street, up stairs.

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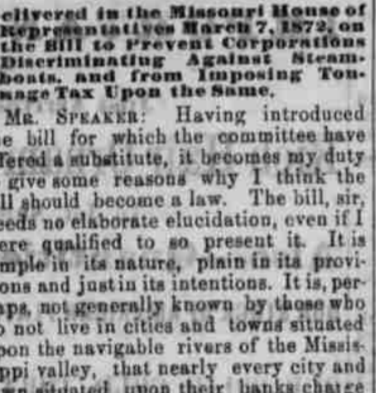
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PUBLIC LEDGER.
LARGEST CITY CIRCULATION.
MEMPHIS, TENN.: MONDAY EVENING, MARCH 18, 1872.
NO. 15

the city or town has no right to derive
revenue from steamers or other vessels
in this manner. That for every improve-
ment and its repair, the city or town
should pay for the same by general tax-
ation, and in which, as citizens, do not
hesitate to acquiesce in. There
should be no discrimination between pub-
lic carriers; they are the public servants,
and should be treated alike. But here
we find that there is discrimination, not
only unjust, but wrong in its application.
The steamboats and other water craft,
as common carriers, are the best friends
of the producer and the merchant, for
they carry his merchandise to market in
better shape and at less rates than any
others. Examine the quotations of
freights before navigation on the Ohio,
Mississippi and Missouri rivers was sus-
pended by the ice, and what they were
during the suspension, and then say
which are the best servants of the people
of Missouri as public carriers, steam-
boats or railroads?

Compare St. Louis before the break up
of the ice and immediately after; before
business was nearly suspended, all rail-
roads, running to and from, could not
convey the one-tenth of merchandise; but
just as soon as the river opened all was
life and enterprise, numerous boats and
barges were loaded in a day and dispatched
for the different points on the Ohio, for
New Orleans, Memphis, Vicksburg,
Red, Arkansas, White and Ouachita
rivers. The breaking up of the ice in the
Missouri at this point was hailed by a
part of the members of the General As-
sembly by expressions of joy and thank-
fulness; a great burden seemed to be
lifted from their shoulders, one individ-
ual remarking that now he could get his
grain and meat to market at fair
rates. Well might he say that, and
truthfully, too, for when navigation is
suspended the rates of freight rise to
over double. This action on the part
of railroads is just the reverse of what it
is on the river—the more freights there
are moving on the river the more competi-
tion, and consequently the less the
rates. So, also, the higher the water the
less the rates; as the river falls the
carrying capacity of the boats decreases,
and necessity then compels them to in-
crease their rates. This happens, how-
ever, at that season of the year when
little, if any, produce or merchandise is
moving, and therefore, works no hard-
ship or imposition upon the public. But
the railroads, when the amount of their
freights increase, increase their rates,
so that when they have no steam-
boats to compete with, the amount of
freight increases beyond their capacity
to carry, and their rates correspondingly
beyond the capacity of those who desire
to purchase. And who receives the benefit?
Not the producer or manufacturer,
not the merchant, not the city in gen-
eral; no, sir, only the railroad. Purchas-
ers are compelled to buy elsewhere,
trade languishes, foundries stop, manu-
factures suspend until the river opens
and steamboats resume their places, and
then all goes merry as a marriage bell.

This, sir, is no highfaluting and over-
wrought picture; these are facts that can
be proven by the citizens of every city
or town upon the river. It is a picture
of the merchant and the manufacturer
of the city of St. Louis. Truth is mighty
and will prevail, and I know whereof I
speak. I have said that this wharfage
or tonnage tax is both unjust and wrong.
It is unjust because it taxes a part of
the community a pay for that in which
all derive a benefit; and whether it comes
back in any manner or not to the water-
craft, it is wrong in principle. It is
wrong also because you are not taxing
the same thing in the same manner, and
the same time the best servant of the
public as a public carrier. If any
public carrier should be taxed a tonnage
tax, it should be the railroads, because
they have no competition except at
points where steamboats touch. Rail-
roads carry freights to certain points on
the Ohio, Mississippi and Missouri rivers
at nearly equal rates with boats, and in
some cases less. But how is it with
other places that have no river facilities?
Why, it is this: They make up for the
difference by charging more for inter-
mediate points. This is a fact patent to
every member on this floor, and a matter
which has been pretty thoroughly dis-
cussed. Suppose the railroads were
compelled to charge no more for freight
to non-competitive points, how long do
you suppose they would be in increasing
their rates? Not long, but how is it with
us? Thus proving how necessary it is
to give some assistance to the marine
interest of our State, as well as to other
interests, especially railroads. Steam-
boats do not desire to escape taxation,
but as public carriers they do demand
that there shall be no discrimination
against them, and consequently in favor
of railroads.

Anything that can be inaugurated for
the benefit of railroads is pushed for-
ward until it becomes a fact, so matter
if the people do have to pay for it.
We admire the persistent efforts of
railroad corporations to enhance their
individual interests. I cannot but be
wary of their intentions by their actions
on every occasion that will permit, and
that is to dictate modes and terms for
carrying freights and passengers. But
by fostering the steamboats they can
always be held in check. I anticipate
an unjust and how in it is in-
equitable to tax the steamboat and not
the railroad. I do not wish to be thought disrespectful
or personal when I say it will be "peony
and pound foolish," coming from those
who would be cutting off their noses
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